

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1					
JU.	TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS.	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY					
3	2	1	4	3	7	1	4	3	7	1	4	3	7	1	4	3	7	1	4	3	7	1	4	3	7	1	4	3	7	1	4	3	7			
TYPE OF A/C										CAUSES OF ACCIDENTS										MISCELLANEOUS								STAGE OF FLIGHT								
UNIT 3 S.F.T.S. Calgary, Alberta.										COM. # 4		PLACE Main Aerodrome						DATE 29-8-42		TIME 2045																
A/C TYPE Crane										No. 8161		CRASH CAT. B		SE x		ME x		DAY x		NIGHT x																
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																						
Evans, E.F. RAF				LAC		655234		P.P.		Slightly injured.				FATAL		INJURY																				
														1																						
												CARD SERIAL No.																								
TYPE A/F & ENGINE										No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																			
Crane										8161		Seriously.					INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
Jacobs										8129/22078		Seriously.					8		-		22		14		80		59									
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE		DATE																		
PHA 650				30-8																																
NATURE OF ACCIDENT																																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32					



DUTY ON WHICH ENGAGED:

Routine solo.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pupil undershot hitting boundary fence. Pupil misjudged height. At 600 feet pupil realized he was a little low but did not see the boundary fence which he hit with his wheels and slid along the ground to 650' of the east end of

PRIMARY CAUSE: the runway.

~~Error in judgment on part of pilot in that he undershot his approach to the aerodrome.~~

3 Undershot

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C struck aerodrome boundary fence.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT.

DATE: August 31, 1942.

COMPOSITION:

L4/P30
F/L R.D. Forbes-Roberts # 3 S.F.T.S. Calgary.

RECOMMENDATIONS:

- (a) A clear cut procedure has been laid down for the handing over between Aerodrome Control Officers at completion of day flying.
- (b) Batteries are being changed in the control tender on the aerodrome to prevent lapse of adequate control for casual flying.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil.

Conclusions of A.I.B.

Agree with the Findings. While agreeing with the Findings it is considered that the Commanding Officer of the Unit and the Chief Flying Instructor should be held responsible for lack of proper aerodrome control between day flying and night flying.

RECORDED BY

DATE

CHECKED BY

DATE